



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

April 7, 2009
Agenda Item 3.4.2

Date: March 23, 2009
To: ACTAC
From: Saravana Suthanthira, Senior Transportation Planner
Subject: 2009 CMP Update: Travel Time Data Collection on Bay Crossings

Action Requested

ACTAC is requested to recommend that the Board review and provide input on how travel time data on the three Bay Bridge crossings connecting Alameda County to San Francisco and the Peninsula should be collected:

1. Using the Freeway Performance Monitoring System (PeMS) data
2. Conducting floating car runs at an approximate additional cost of \$10,000 per monitoring period
3. Doing nothing

The recommendation will be applied to the 2010 LOS Monitoring Study. The purpose of collecting travel time data on the bridges is so that the travel time trend and performance can be assessed and reported in the LOS Monitoring reports.

Next Steps

Based on the ACTAC's recommendation, the staff report will be revised and brought back to the Committees and the CMA Board in May. Upon the approval by the CMA Board, Chapter 8-Conformance, Monitoring and Deficiency Plans will be updated.

Discussion

The Level of Service Monitoring report included travel time data on all the three Bay Bridge crossings (Dumbarton, San Mateo and Bay Bridges) in 2001 and 2003. This data was obtained from the Highway Congestion Monitoring Program conducted by Caltrans for the years 2001 and 2003. Starting in 2005, MTC assumed responsibility for the Highway Congestion Monitoring Program. Because MTC stops collecting travel time data at the toll plazas where queues form or speeds reduce, travel time data on the three Bay Bridge crossings has not been reported in the LOS Monitoring Report since 2005.

These Bay Bridge crossings are important county to county regional links. Travel time data on these bridges provide a measure to see how these connections are performing over time. Therefore, inclusion of this data to the LOS Monitoring report provides useful information for identifying where transportation investments should be made.

Since this data is not used in the annual Conformity process, using Freeway Performance Measurement System (PeMS) data can be explored. PeMS may prove to be reliable and less expensive than using floating car runs along with the other CMP routes. Based on previous data collection costs, collecting travel time data using floating car runs on the three bridges would add about \$10,000 to the biennial LOS Monitoring effort, which is anticipated to be \$80,000 for 2010. The last option is to not collect or report data on the bridges.

ACTAC is requested to review and provide input on how travel time data on the three Bay Bridge Crossings connecting Alameda County to San Francisco and the Peninsula should be collected